(2) *The Division Cutcherry landing.*—An additional basin should be constructed on the western side of the existing basin and jetty in view to afford facilities for accommodation of boats and landing of cargo, thereby relieving the present congestion.

(3) The improvement of the existing canal from the Division Cutcherry landing to Thekkumgopuram was highly necessary, as it had become practically useless in its present neglected condition. If that short canal, with its present width, be made navigable for boats, it would also give additional relief to the congestion at the Division Cutcherry landing.

Dewan's reply.—Noted.

89. Provision of certain bathing ghats in the Town of Kottayam.

Mr. C. I. Chandi (Member, T. I. C., Kottayam) explained the difficulties the inmates of the various boarding institutions had to put up with on account of the steep bank of the river and requested that more bathing ghats be constructed for the use of the school boys and girls as well as for the public.

In reply to the Dewan's enquiry as to why the Kottayam T. I. C. could not put up the bathing ghats, the Member replied that they had not enough funds and that the small surplus available was necessary for providing more lights, etc., in the town.

Dewan's reply.—Noted.

90. Means of communication in the Minachil taluk.

Mr. Ulahannan Ulahannan (Member, Minachil Taluk) represented the necessity for executing the following works:—

(1) Conversion of the Village road from Lalam to Ramapuram into a cart-road. The road was constructed by the people at their cost in 1091. It should be taken over and maintained by Government.

(2) The road from Mankompu to the Lalam-Thodupuzha road *via* Piravithanam had almost been finished by the people.

(3) The branch from the Ettumanur-Lalam road to Ettumanur-Kuthattukulam road *via* Elakkad had also been done at the cost of the people.

The last two roads should be taken over and maintained by Government.

(4) The Lalam-Thodupuzha road should be metalled.

(5) The sanctioned bridge over the Minachil river on the Lalam-Ponkunnam road should be built as early as possible.

Dewan's reply.—The representation will be referred to the Chief Engineer.

91. Construction of and repairs to some roads in the Muvattupuzha taluk.

Mr. N. Sankara Pillai (Member, Muvattupuzha Taluk) requested that the road from the 130th mile-stone of the M. C. road passing through Vatakan Maradi, Thekkan Maradi, Puramadam, Memuri, Pampakuda &c., and joining the 6th mile-stone at the Kuthattukulam-Piravam road be put in proper order with the necessary bridges and culverts. It was only 8 miles long and most of the earth work had been done, it having been commenced as a relief work during the famine of 1072. The second request of the Member was that a new road, 3 furlongs in length, be made so as to connect the Piravam road with the M. C. road at the 129th mile-stone.

Dewan's reply.—Noted.

92. Need for some roads in the Thodupuzha taluk.

Mr. Mathai Pyli (Member, Thodupuzha Taluk) prayed for the construction of the following roads:—

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(1) From Vazhakulam market to the Karimannur road *via* Attichira, to a distance of 13 miles.

(2) From the Vazhakulam market to join the Thodupuzha-Pala road near the Karinkunnam Police Station.

Dewan's reply.—Noted.

93. Need for the allotment of more funds for public works in the Kunnatnad Taluk.

Mr. P. V. Krishna Iyer (Member, Kunnatnad Taluk) represented the need for the following roads:—

(1) From Puthencruz to Alwaye market through Kumarapuram market—about 12 miles in length.

(2) From the north of Mamala to Puthenchungam, to a distance of 4 miles. The people were willing to place the necessary lands at the disposal of Government.

(3) All the sanctioned works in the taluk, such as the Munsiff's Court building, should be carried out without delay.

Dewan's reply.—The Member's representation will be referred to the Chief Engineer for remarks.

94. Construction of a bridge over the Alwaye river and the conversion of the village road from Edapalli to Perumpavur into a public road.

Mr. Aiyappan Kumaran (Member, Alangad Taluk) first spoke of the necessity for converting the village road from Edapalli to Perumpavur into a public road. The whole distance was 12 miles, of which half alone need be metalled, the other half, *viz.*, 2 miles from Edapalli to Thrikkakara temple and 4 miles from Perumpavur to Chemparki, being at present in a useful condition. The Member's second request was to construct a bridge over the Alwaye river at the Thekkekadavu where there was now only a ferry boat. Lastly, the Member wanted a public road from Puthencruz market to Edapalli *via* Puthenchungam.

Dewan's reply.—Noted.

95. Repairs to the Chathanad—Kuriapalli road and the bridges along the same.

Mr. G. Velayudhan Pillai (Member, Parur Taluk) pointed out that the above work was one of those included in the programme of public works for the Kottayam Division, and at subsequent sessions the promise was held out that the work would be taken up in the order of urgency. But the Government had ordered recently that the work should lie over indefinitely. That was a great grievance to the people of the taluk. He, therefore, requested that the work be carried out with bridges at Parur, Vadakekara and Kundakavu landings without delay.

Dewan's reply.—Noted.

96. Condition of the minor roads in the Surianalle valley, with particular reference to those from the Panniyar bridge and Bodimettu to Chathurangapara.

Mr. A. J. Wright (Member, Kannan Devan Planters' Association) submitted the following schedule of works to be attended to:—

(1) Bridge close to the old Panniyar bridge Post Office and about a mile below Surianalle Factory.

(2) Bridge half a mile beyond the old Post Office and at the entrance to the first *shola*.

(3) In the above *shola*—the bridle path was very swampy for a distance of 20 yards and required paving.

(4) Immediately after the 20 yards of the swampy road referred to above, there was a small deep river crossing with a rough bridge made of *dadap*-tree supports and rough planks, which was very dangerous.

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